RTIP ID# *(required)* 4G07421

TCWG Consideration Date: To Be Determined

Project Description *(clearly describe project)*

The project includes replacing the existing four-lane bridge with a six-lane bridge (three lanes in each direction), and adding sidewalks and 5-foot shoulders to accommodate bike lanes between Mission Boulevard on the south and Holt Avenue on the north. Sidewalks and bike lanes would be included on both the eastern and western sides of the new bridge, and the bridge would also include a raised center median. The new bridge would consist of two spans with a single bent in the center of the UPRR right-of-way. The western edge of the bridge would remain as its current location, and the bridge footprint would be widened approximately 30 feet to the east.

The project would be constructed in phases to ensure that vehicle access is maintained on the bridge during construction. The first phase would include constructing the eastern portion of the proposed bridge, directly adjacent to and east of the existing bridge; during this phase, vehicle access would be maintained on the existing bridge. The second phase of construction would include demolishing the existing bridge and replacing it with the western portion of the proposed bridge; during this phase, vehicle access would be maintained on the newly constructed portion of the bridge to the east. Pending traffic analysis, temporary re-striping of surrounding intersections may be required during construction, but these activities would be limited to existing right-of-way.

Project construction would include installing retaining wall footings, utility trenching, and partial removal of the existing substructure. The maximum depth of excavation would be 6 feet, which includes 4 feet of excavation plus 2 feet of overexcavation. Because the project would include widening to the east, all of the trees and vegetation along the east side of the roadway would require removal. Construction access routes will be primarily from the south of the bridge because the tight curves along the horseshoe access road to the north would not accommodate large construction vehicles, and crossing the railroad tracks will be avoided unless absolutely necessary. Therefore, existing access points over the flood control channel to the east and west of the bridge will be utilized for construction vehicle and equipment access to the project site.

The project may require partial right-of-way acquisitions and temporary construction easements. No residential or commercial relocations are anticipated. The project will also require relocation of existing utilities, including overhead and underground electrical/telecommunications lines, street lights, storm drain inlets, and water meters and valves.

Type of Project *(use Table 1 on instruction sheet)*
Change to Existing Regionally Significant Street

County	**Narrative Location/Route & Postmiles:**
Los Angeles	Central Avenue Bridge (Bridge No. 54C0112)

Lead Agency: Caltrans District 8/City of Montclair

Contact Person	**Phone#**	**Fax#**	**Email**
Noel Castillo (City)	(909) 625-9441		ncastillo@cityofmontclair.org

Hot Spot Pollutant of Concern *(check one or both)* *x* **PM2.5** x **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action: 2021

NEPA Assignment – Project Type *(check appropriate box)*

Exempt		X	Section 326 –Categorical Exemption	Section 327 – Non-Categorical Exemption	
Current Programming Dates *(as appropriate)*					
	PE/Environmental		**ENG**	**ROW**	**CON**
Start	2016		2021	2021	2022
End	2021		2022	2022	2025

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

PROJECT PURPOSE

The purpose of the Central Avenue Bridge Replacement Project (Project) is to:

- Address structural deficiencies of the bridge
- Improve traffic flow and safety; and
- Enhance pedestrian and bicycle access.

PROJECT NEED

The Central Avenue Bridge has been flagged as structurally deficient. Additionally, the Union Pacific Railroad (UPRR) has determined the bridge does not meet their vertical or horizontal clearance requirements. Widening of the bridge will help accommodate current and future traffic capacity by alleviating congestion.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Nearby land uses consist of a mix of land uses, including commercial, and residential uses. The nearest residential land uses are generally located adjacent to Central Avenue, north of Mission Boulevard and south of the bridge. Commercial land uses are generally located on Central Avenue, between Holt Boulevard and Mission Boulevard. The proposed project would not significantly affect overall traffic or truck volumes. Nearby land uses are depicted in Figure 3.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Overall vehicle AADT, truck AADT, and truck percentages for opening year are summarized in Table 2. Roadway segment levels of service for opening year, without project weaving, are summarized in Table 3.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Overall vehicle AADT, truck AADT, and truck percentages for design year conditions are summarized in Table 2. Roadway segment levels of service for design year, without project weaving, are summarized in Table 3.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build Intersection AADT, % and # trucks, truck AADT

Opening year intersection LOS data is summarized in Table 4.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Design year intersection LOS data is summarized in Table 4.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The project would include operational improvements to Central Avenue Bridge and would not result in significant increases in overall traffic or truck volumes.

Table 2. Central Avenue Bridge Average Daily Traffic & Truck Volumes

Segment	Average-Daily Traffic Volumes								
	No-Build Conditions			Build Conditions			Change from No-Build Conditions		
	Total	Truck	%Truck	Total	Truck	%Truck	Total	Truck	%Truck
Opening Year 2025									
Central Ave. (From Mission Blvd. to Holt Blvd.)	35,966	360	1%	35,966	360	1%	0	0	0
Design Year 2045									
Central Ave. (From Mission Blvd. to Holt Blvd.)	45,363	454	1%	45,363	454	1%	0	0	0

Table 3. HCS Roadway Link Analysis

HCS Multi-Lane Highway Analysis		Central Ave. Northbound				Central Ave. Southbound			
		Mission Blvd. to Holt Blvd.				Holt Blvd. to Mission Blvd.			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Year	Scenario	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
2020	Existing Conditions	11.0	A	18.3	C	9.1	A	15.1	B
2025	Build	7.8	A	12.9	B	6.4	A	10.7	A
	No-Build	11.6	B	19.4	C	9.6	A	16.0	B
2045	Build	9.8	A	16.3	B	8.1	A	13.4	B
	No-Build	14.7	B	24.5	C	12.1	B	20.2	C

Notes:
HCS speed and density are based on the HCM 6th Edition Methodology.
Forecasted density is the flow rate divided by the existing speed.
Flow Rate is in passenger cars per hour per lane (pc/h/ln).
Density is in passenger cars per mile per lane (pc/mi/ln).

Table 4. Intersection LOS Analysis

Year	Scenario	Central Avenue at Holt Boulevard				Central Avenue at Mission Boulevard			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
2020	Existing	39.0	D	55.2	E	39.9	D	69.5	E
2025	No Build	39.4	D	60.0	E	40.6	D	83.7	F
	Build	39.4	D	60.0	E	40.6	D	83.7	F
2045	No Build	42.2	D	121.6	F	46.0	D	157.9	F
	Build	42.2	D	121.6	F	46.0	D	157.9	F

Comments/Explanation/Details *(attach additional sheets as necessary)*

Under 40 CFR 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for the proposed project to qualify as a Project of Air Quality Concern (POAQC):

(i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

In comparison to no-build conditions, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area. Refer to Table 1.

(ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

As noted above and depicted in Table 1, the project would not result in significant increases in overall traffic or truck volumes along area roadways. As depicted in Tables 4, the proposed build alternative would not result in significant changes in intersection operations. Based on this information, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area, nor would the proposed build alternative adversely impact nearby intersections that have a significant number of diesel vehicles.

(iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

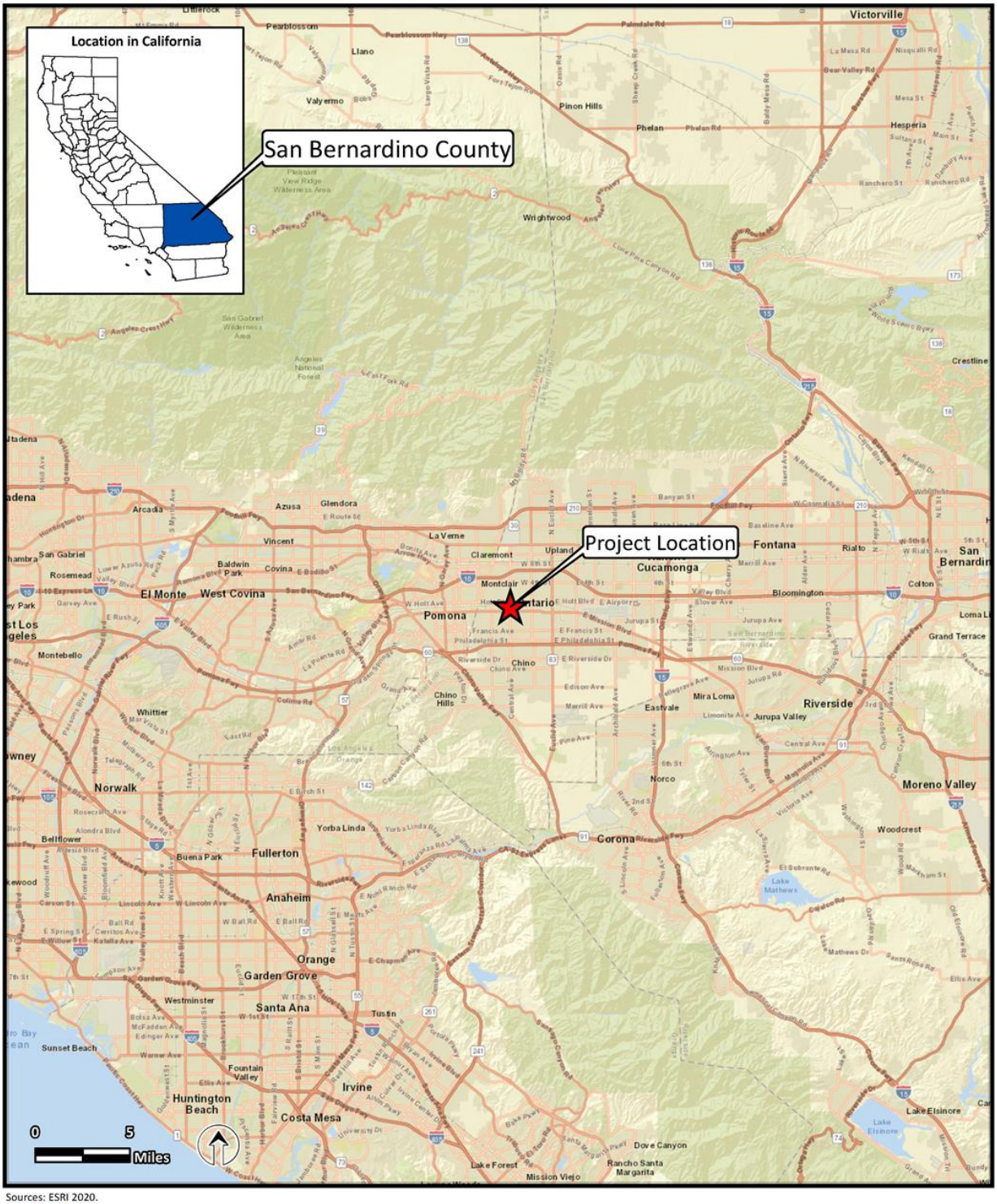
The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation*.

The proposed build alternative is not located in nor would it affect locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

For the reasons noted above, the proposed project would not be considered a POAQC.

Figure 1. Regional Location

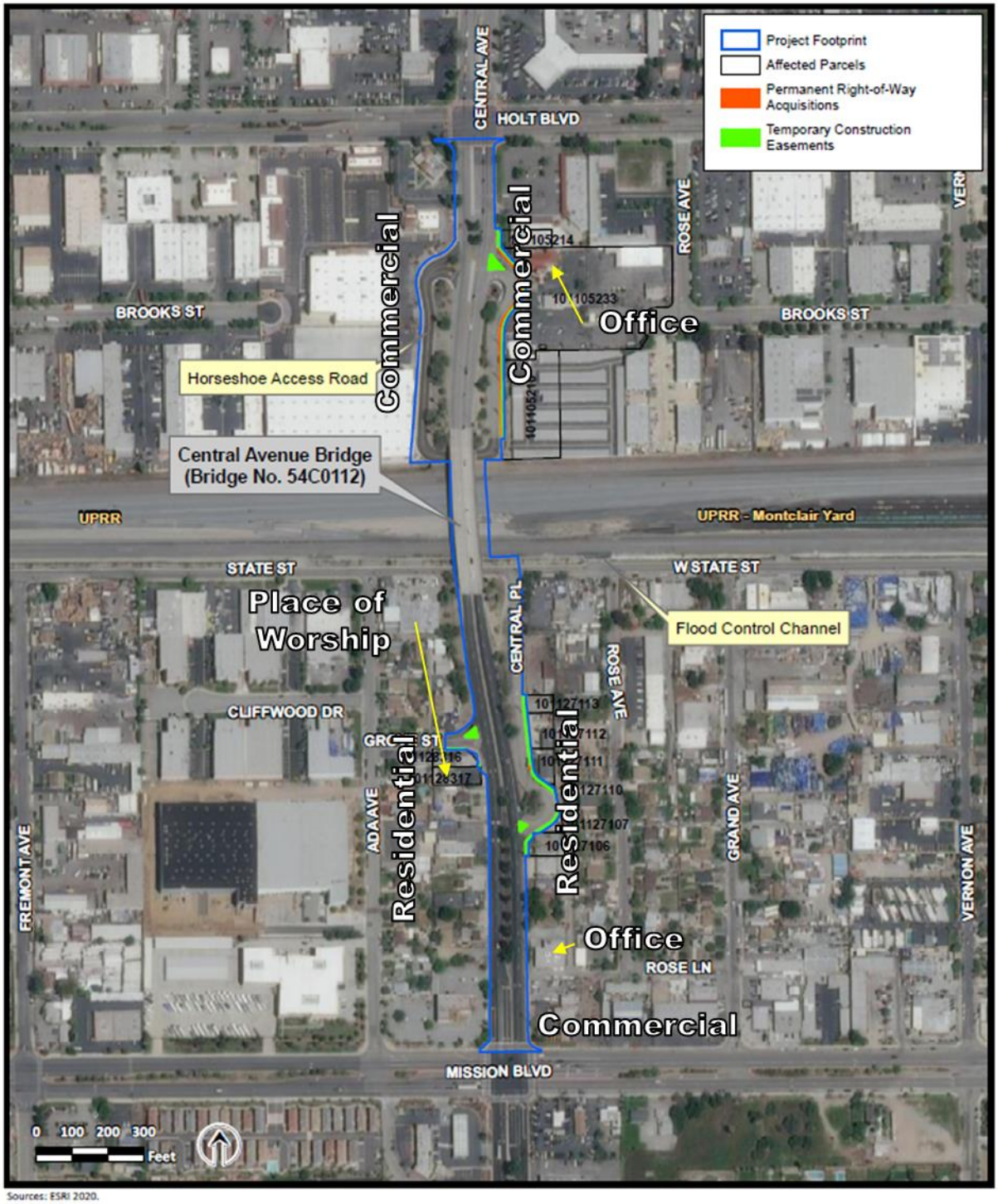


Sources: ESRI 2020.

FIGURE 1. REGIONAL LOCATION
Central Avenue Bridge over UPRR

Figure 2. Project Location

Figure 3. Project Footprint



Final 2019 Federal Transportation Improvement Program

San Bernardino County Project Listing
Local Highway
(in $000`s)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
SBD55033	San Bernardino	SCAB		SBD55033	CAX63						L	NON-EXEMPT	0
Description:							PTC	2,350			Agency	HIGHLAND	
BOULDER AVE. FROM GREENSPOT TO SOUTH CITY LIMITS - WIDEN FROM 2-4 LANES (0.70 MILES)													

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
CITY FUNDS	235		2,115	2,350	235		2,115					2,350
SBD55033 Total	235		2,115	2,350	235		2,115					2,350

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
SBD31876	San Bernardino	SCAB		SBD31876	CAX63						L	NON-EXEMPT	0
Description:							PTC	1,090			Agency	LOMA LINDA	
CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES													

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
CITY FUNDS	20	70	1,000	1,090			20	70	1,000			1,090
SBD31876 Total	20	70	1,000	1,090			20	70	1,000			1,090

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
20150001	San Bernardino	SCAB		4G07421	CAX60						L	NON-EXEMPT	0
Description:							PTC	14,585			Agency	MONTCLAIR	
BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE.Bridge rehabilitate.Rehabilitate existing four lane bridge with six lane bridge with sidewalks.Project must appear in 20 year RTP. Toll credits to match EARREPU.													

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
2016 EARMARK REPURPOSING	1,440			1,440		1,440						1,440
CITY FUNDS	140	63	1,305	1,508	69		63			1,376		1,508
BRIDGE - LOCAL	1,079	483	10,075	11,637	531		483			10,623		11,637
20150001 Total	2,659	546	11,380	14,585	600	1,440	546			11,999		14,585

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
20150201	San Bernardino	SCAB		2002160	CAX76						L	NON-EXEMPT	0
Description:							PTC	6,933			Agency	ONTARIO	
GROVE AVE CORRIDOR: WIDEN GROVE BETWEEN FOURTH ST AND STATE ST / AIRPORT DR (4-6 LNS); AND IMPROVEMENTS TO GROVE AVE / HOLT BLVD INTERSECTION. Toll Credit to match EARREPU.													

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
DEMO-SAFETEA-LU	1,834			1,834	1,834							1,834
2016 EARMARK REPURPOSING			3,335	3,335		3,335						3,335
DEVELOPER FEES	204	111		315	315							315
SBD CO MEASURE I	255	139	1,055	1,449	394	1,055						1,449
20150201 Total	2,293	250	4,390	6,933	2,543	4,390						6,933

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